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SUPPLEMENT TO
REPORT NO.

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THIS IS UNEVALUATED INFORMATION

1. I do not know when Kecskskemet airfield was constructed, but it was used by the Hungarian Air Force before the last war. During the war, it was used by both the Hungarian Air Force and the German Air Force. The Hungarian Air Force took over the airfield in October 1948. The surrounding area of the airfield is level land without obstructions. The airfield could be extended in an east and northeastern direction for approximately 1000 meters. The airfield is accessible only by the Kecskskemet - Bekescsaba highway. The Kecskskemet - Szolnok railroad is located about one kilometer south of the airfield. No railway spurs led to the field.
2. There were no aircraft blast-pens or underground hangars available at the airfield. The aircraft normally were parked in the hangars. There were no air raid alert practices [redacted] the aircraft would be dispersed in case of emergency.
3. The only radio transmitter installations that I know of were the ones located in the tower building and the radio truck. Telephone facilities for the airfield were available in all buildings. There was only an outside line to Kecskskemet. All communications with higher headquarters in Budapest were made by teletype, since there was no special telephone line between this airfield and other headquarters. Adequate power (110 volts) was supplied by the Kecskskemet power house. The airfield had no emergency power station of its own. I know of no power shortage, or interruptions occurring at this installation. There were no runway markers or searchlights available. Signal flares were used during daytime in connection with flight operations. One green flare fired from a pistol indicated the beginning of flight operations; one white flare indicated the end of flight operations for the day. Red flares were fired in order to prevent accidents during landing operations. I believe that if enough repair facilities were available, about 200 fighter and/or ground assault aircraft could operate from this airfield. Only minor repairs and routine maintenance, such as engine, wing, landing gear, and propeller changes could be accomplished with the available equipment. Aircraft had to be taken to Szekesfehervar for major repair work. Major repair facilities, however, were available for radios, instruments, and armament. Each aircraft was supposed to have been equipped with two sets of tools, one for the engine and one for the frame. The IL-10, Yak-11, Yak-9 and Zlin aircraft had complete sets of tools. The Arado-96 aircraft had no tool kits. The tools for IL-10, Yak-9 and Yak-11 aircraft were of Soviet manufacture and those for the Zlin of Czechoslovakian manufacture. There was a shortage of special tools at this installation.

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4. There was no antiaircraft artillery available at Keckemet but there were two Mazini antiaircraft machine guns stored in the guard-house. The guard personnel were supposed to operate these machine guns in case of air attack. In such a case, one machine gun would be installed at Point #65, Enclosure (B) and the other on top of the building, Point #50, Enclosure (B). These machine guns were moved to the above sites almost every day during January, February, March, April and May of 1950 because of Yugoslav aircraft flying over this airfield. One Yugoslav aircraft flew over the airfield about once a month during this period. The aircraft came when the sky was overcast, only during the daytime, from the direction of Szolnok. It flew over the airfield in a north-south direction at approximately 500 meters altitude, then rose again to about 1000 meters and disappeared southward. The antiaircraft machine guns never opened fire on the Yugoslav aircraft, probably because the warning by telephone from Szolnok arrived too late. The Yak-9 aircraft on this airfield took off in order to intercept the foreign aircraft but usually it took the Yak-9s about ten to fifteen minutes to become airborne after the Yugoslav plane appeared over the airfield. They took off individually, and gave chase in "V" formation.
5. There was enough supply of fuel and oil to permit normal flight operations, although each squadron was rationed. The fuel and oil arrived by rail from the USSR to Keckemet railroad station, and then was brought to the airfield in fuel trucks and barrels. The aircraft were serviced from two fuel trucks, each with a capacity of 3,600 liters. One contained 95 octane gas and other 87 octane. The pumps were operated electrically. Two oil and water trucks (GMC) were available for servicing the aircraft. These trucks also had electrically operated pumps. Ample water supply was available at the airfield from the city of Keckemet.
6. Keckemet is an "all year around" flying base. During winter the snow is from 5 - 10 cm deep. The lowest temperature was 20°C. Even during the rainy season, (September and November) the field is operational due to the sandy composition of the soil. The prevailing winds blow from southeast to northwest, and less frequently from northwest to southeast. The wind speed usually was about 5 - 10 m/sec; maximum speed was about 15 m/sec.
7. The airfield was under military administration. The first aircraft arrived there in May 1949 from the USSR. At that time, two Hungarian Air Force training squadrons were stationed there, training with UT-2 aircraft. In July 1949 about eight Arado-98 aircraft were received from Czechoslovakia and used for training by the two squadrons. In August 1949 most of the personnel of the two training squadrons were transferred to Szolnok school for theoretical training. In August 1949 a number of Yak-9 and IL-10 aircraft arrived at the airfield from USSR. These aircraft were not used, however, until November 1949 when Soviet instructors arrived to train the Hungarian Air Force pilots who had ME-109 and "Stuka" aircraft experience. This training lasted until February 1950 when the Soviet instructors departed. From March until July 1950, the pilot students who finished the theoretical training at Szolnok were given practical flying training by the former ME-109 and "Stuka" pilots, with Yak-9 and IL-10 aircraft. About 35 of these students remained at Szolnok as instructors. In July, the graduating pilots were formed into two new fighter regiments and two new ground attack regiments. One fighter regiment and one ground attack regiment were sent to Tokol Airfield and one fighter regiment and one ground attack regiment were sent to Veszpren Airfield. These units took Yak-9's and IL-10's with them, leaving only the defective Yak-9 aircraft at Keckemet. From July 1950 to December 1950, there was no flying activity at the airfield. Only a guard unit, five fighter and five ground attack pilots remained. In December 1950, twelve fighter instructors and twelve ground attack instructors arrived from Szolnok. These instructors were part of the 35 instructors who went to Szolnok in August 1949.
8. There was one Fighter Training Regiment and one Ground Attack Training Regiment. There was, however, only one squadron in each of these regiments. The number of the fighter training squadron was 1/2, the field postal No. being 4257/M. The Ground Attack Training Squadron No. was 1/1, the field postal no. being 4258/Gs. The fighter training Squadron had a strength of about 110 which included

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12 pilot - instructors, 12 chief mechanics (officers), 25 students; the rest were mechanics, helpers (enlisted men), armament, electrical, radio, instrument specialists, parachute riggers, firemen, and administrative personnel. This squadron was composed of three flights. Each flight composed of one flight leader, three pilot - instructors, the other 26 persons being maintenance personnel. This squadron was equipped with five Yak-9, two Yak-9B, four Yak-11 and one Zlin aircraft. The ground attack training squadron was about 130 strong. This number included the 18 pilot-instructors, 18 chief mechanics (officers), 25 pilot students, the balance being composed of mechanics helpers (enlisted men), armament, electrical, radio, instrument specialists, parachute riggers, etc., foremen and administration personnel. This squadron was equipped with three IL-10 nine IL-10B, and one Zlin aircraft. This squadron had three flights organized similarly to the fighter flights. The airfield Commanding Officer was Capt Josef Mezolaky, whose official title was "Repter Parancsnok" (airfield Commander). The following four officers were Capt Mezolaky's deputies: Capt Josef Zabransky, his official title being "Repter Politikai Tiszt" (Airfield Political Officer); Major Iaszlo Kazal, was the airfield's Chief of Personnel; his official title was "Repter Torzs Parancsnok" (Airfield Corps Commander); Major Tibor Szucs, was the Commanding Officer of the Ground Attack Training Regiments; Capt. Janos Szentivanyi, was the Commanding Officer of the fighter training regiment.

9. The training at this airfield consisted mainly of flying instruction with the Yak-11; the Yak-9B; the Yak-9 for fighter training; the IL-10B for ground attack training. Theoretical training was conducted only during inclement weather by the pilot instructors. There was no night, all weather, or instrument flying training undertaken at the airfield. There also was no aerial gunnery training. The first phase of the training undertaken at the airfield consists of take-offs and landing practices. Each student has to make at least 30 landings with his instructor. While this phase of training is in progress the student is also taught to make 90° turns. These flights take place in the immediate vicinity of the airfield and last only four to five minutes. After completing the 30th landing successfully the student has to make three landings with the officer directing the training. This officer may be either the squadron, the regiment or the airfield Commanding Officer. Due to shortage of aircraft this phase of training lasts about 40 days for fighter trainees and 25 days for ground attack trainees. After successfully completing the three landings under the observation of the officer directing the training, the student had to make 10 solo landings. After finishing the 10th solo landing, the student had to make two more landings under the supervision of the officer directing the training. This part of training lasted about five days for ground attack students and two weeks for fighter students, due to the fact that the ground attack training aircraft were more numerous and in better condition than the fighter training aircraft. During this phase of training, the landing gears on both the fighter and ground attack training aircraft were never retracted. If a student could not learn the correct takeoff and landing procedures after the 50th landing he was washed out. The second phase of training consisted of local flights about two kilometers radius from the airfield. The instructor flew only twice with the students, practicing different acrobatic maneuvers. These flights were made individually, each lasted about 30 minutes. The flying area was divided in numbered sectors (for example: Sector #s 1, 2, 2A, 3, 4, 5), each aircraft being assigned a certain sector in which to fly. These flights were made at an altitude of approximately 2000 meters. The student had to fly 12 different solo flights, each lasting 25 - 30 minutes. He was instructed before each flight what type of aerial maneuvers he had to make (loops, immelmans, dives, etc.). There was a test following this phase of training with Yak-11's and IL-10B's. This test was witnessed by a commission composed of high ranking Hungarian Air Force officers sent by the Ministry of Defense. This test consisted of 30 minutes of individual flying and acrobatic maneuvers, at about 1500 meters altitude. Following the successful completion of the test, the fighter pilot students started training with the Yak-9B aircraft while the ground attack pilot students started training with the IL-10 aircraft. The first phase of training with IL-10 aircraft consisted of 10 successive take-off and landing practices. The landing wheels are retracted and lowered during

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this phase of training. The second phase of training with IL-10 aircraft consists of three solo, local individual flights, including acrobatic maneuvers. These flights took place at an altitude of about 1500 meters and lasted 30 minutes each. The third phase of training with IL-10 aircraft consists of eight cross-country formation flights. The formations were of 3+1+ aircraft (distance between aircraft about 20 meters and at different level). These cross-country flights were made at about 1000 meters altitude and lasted about 40 minutes. After finishing the eighth cross-country flight the student had to take an oral and written test and also a flight test. The flight test consisted of both individual acrobatic and formation flights. The first phase of training with the Yak-9B aircraft for fighter pilots consisted of three take-off and landing practices with the instructor. The landing gears are not retracted during this phase of training. On the day the third supervised successful landing takes place, the student makes one take-off and landing practice in a Yak-9 aircraft. The landing gears are not retracted during this practice. These three landing practices in the Yak-9B and one landing practice in the Yak-9 may be completed in one day. The next phase of training consists of 20 take-off and landing practices with the Yak-9 aircraft. The landing gears are not retracted during this phase of training. The next phase of training, with Yak-9 aircraft consists of six local flights. These flights, each lasting 50 minutes, were made at about 3000 meters altitude and included acrobatic maneuvers. The next phase of training, with Yak-9 aircraft consists of formation diving. These three cross-country flights lasted about 45 minutes each, and were made at 2,000 meters altitude. After the third cross-country flight the student had to take an oral and written test and a flight test similar to the one taken by the ground attack student pilots. Upon successful completion of the tests, the student graduates as pilot (fighter or ground attack). The best student is commissioned as a Lieutenant, the other students as Lieutenant Jr.

10. [redacted] nine IL-10B aircraft and three IL-10 aircraft were stationed at Keoskemet. These aircraft were rather old with approximately 200 hours flying time for the frame and 70 hours engine time. They were painted dark green on the upper surface and light-blue on the lower. They had one large number (one or two digits) painted yellow on the fuselage, and a black painted manufacture serial number of six digits on the tail section, under the horizontal stabilizer. The IL-10 and IL-10B are the same type of aircraft. The IL-10 and IL-10B aircraft has retractable landing gears and the tail wheel is half retractable. The engine is an AM-42, 2,000 H.P. type, with a liquid cooled 12 cylinders V-type engine. It used 95 octane gasoline. The wing span is about 12 meters and the fuselage, including the engine section is about 14 meters long. Both the IL-10 and IL-10B are equipped with two UBS 12.7 mm caliber machine guns and two UBK 24 mm cannons in the wing section. The IL-10 also has a UBT 12.7 mm type machine gun in the rear. It is not automatically stopped when the vertical stabilizer comes within its firing range. Both the IL-10 and IL-10B aircraft are equipped with two internal bomb racks in the wing section containing 50 or 150 kgs bombs. There are also two rocket launchers in the wing section. Ten aerial bombs, designed for dropping with parachutes are contained in the fuselage section behind the cockpit. The entire nose section, including cockpit is of armored glass about five cm thick. The aircraft weighs 6,200 kgs. The maximum diving speed is 600 km per hour; the maximum level flight speed was 380 km per hour. There also were five Yak-9 and two Yak-9B belonging to the fighter training squadron. The Yak-9B was wood, two seat training aircraft, equipped with one 20 mm cannon firing through the propeller hub. It had a VK-10T, 12-cylinder, liquid cooled, V-type engine of 1200 HP. Its maximum diving speed was 720 km per hour; level flight maximum speed was 480 km per hour. The maximum propeller RPM was 2500. The Yak-9 is a single seat aircraft, equipped with one Shvak 20 mm cannon fired through the propeller hub. Two UBS 12.7 mm machine guns were installed in the upper part of the engine section and fired through the propeller. It had a VK-107-A, 12-cylinder, liquid cooled, V-type engine of 1650 HP. Its maximum diving speed was 720 kms per hour; its level flight maximum speed was 570 kms per hour; the maximum propeller rpm was 3200. The engine - propeller r.m ratio is one to two. The wing span of Yak-9 and Yak-9B was 10 meters; the fuselage, including the engine, was 11.47 meters long. The landing gear, including the tail wheel, is completely retractable. The oil cooler on the Yak-9B aircraft is in the front of engine section on the lower side. The Yak-9 aircraft has two oil coolers on the lower center section. The oil cooler aircoops on both the

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Yak-9 and the Yak-9B are opened manually. The Yak-9 has bullet-proof glass, five cm thick, in the front and rear section of the cockpit. The Yak-9B has bullet-proof glass only in the front section of cockpit. The pilot's seat is armored on both the Yak-9 and the Yak-9B in the front section of the cockpit. The pilot's seat is armored on both the Yak-9 and Yak-9B. The Yak-9 aircraft has a gun camera in the right wing. The Yak-9B has the gun camera installed on the lower side of the right wing. The Yak-9 and Yak-9B aircraft used 95 octane gasoline. The fuel for the Yak-9 was contained in one 15 liter tank in the center section two 207.5 liter fuel tanks in the wing sections and two 117.5 liter fuel tanks in the wing sections, near the tip. All fuel tanks are made of self-sealing rubber. The Yak-9B aircraft has one 16 liter fuel tank in the center section and two 207.5 liter fuel tanks in the wing-section. These tanks are made of metal. Under combat conditions the fuel tanks are filled with neutral gas in order to prevent explosion in case the tank is perforated. This natural gas is taken from one exhaust opening, and sent to the fuel tanks after being cooled. The oil capacity for the Yak-9 was 30 liters in the tank, 20 liters in the cooler and 18 liters in the engine. The Yak-9B had a 75 liter oil capacity. The cooling fluid capacity for both the Yak-9 and the Yak-9B was 72 liters. The Yak-9 aircraft were painted dark green on the upper surface and sky blue on the lower surface. They had a large red number painted on the fuselage, and a black manufacturer's serial number of four digits. The Yak-9B had large white numbers preceded by letter G. The first digit was 0. One Yak-9 had the serial number 0795. The Yak-9 aircraft were relatively new, and had arrived at the airfield from USSR in August 1949. In February 1951 these aircraft had an average of about 40 to 50 hours of flight. All these aircraft were grounded because of metal particles found in the oil. This was due to a defective lubrication system since it took about 10 seconds for all the engine parts to be lubricated after starting. Another difficulty of the Yak aircraft was water seeping in the cylinders and causing rust. There were four Yak-11 aircraft at the airfield in February 1951. These aircraft were relatively new, having arrived from the USSR in November 1950. In February 1951 they had on the average of 45 to 50 hours flying and were in good flying condition. There was, however, a shortage of spare parts for these aircraft. They were painted light blue gray and had large red painted digits on the fuselage and black manufacturer's serial numbers on the tail section under the horizontal stabilizer. There were also two Zlin type aircraft in good flying condition. In February 1951 they had about 40 hours engine time. They were painted light gray and had a black manufacturer's serial number on the tail section under the horizontal stabilizer.

11. In February 1951 civilian workers at the airfield were employed for construction work. There were about 15 civilian women employed as clerks. The maintenance work on aircraft was done entirely by military personnel. The working hours for the administrative personnel were from 0900 to 1800 hours with one hour for lunch. On Saturdays they worked from 0900 to 1300 hours. Sundays were free. During summer the aircraft maintenance personnel worked from 0300 hours until the job was finished, everyday except Saturdays and Sundays. Mondays were reserved for maintenance work since there was no flying that day. Flying usually started at 0700 hours and lasted till 1500 hours during winter; during summer, it started at 0400 hours and lasted till 1100 hours. There was no flying on Saturdays, Sundays and Mondays.
12. The building area of the airfield was surrounded by a barbed wire fence two meters high. There were no guard towers or searchlights. The guard unit was composed of a squadron of about 100 men, who wore the regular Hungarian Air Force uniforms. The guards were on duty 24 hours with 25 hours off. While on duty the guards were two hours on post and four hours off. There was one guard posted at gates points 40, 51, and 64 Enclosure (B), armed with a Soviet type sub-machine 7.62 caliber. There was one guard patrolling each of the following areas denoted as point numbers 26, 47, 52, 58, 60, 62, 5, 18, 130, 6, and 4 Enclosure (B). Training effectiveness, discipline, and morale of the guards seemed only fair. Everybody entering the airfield area had to have a pass and the guards did not always ask for this, being satisfied to see the identification card. The officers and NCO's had one type of pass and the soldiers and civilians

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was just a piece of white paper giving the owner's personal data. In order to enter the hangar area, a special pass had to be shown at gate point #57, Enclosure (B). This pass was issued only to personnel working in this area. This pass was also signed by the airfield's Commanding Officer. The temporary pass was a piece of white paper, eight by five cm., giving the owner's name, rank, and permission to enter the area. This pass was also signed by Capt Mezolaky. The fire department consisted of 15 military persons, all graduates of the Budapest firemen's course. Five of them were in the firetruck at the garage Point #13A Enclosure (B). Five were resting in the building Point #13C, Enclosure (B) while the other five were off duty. There was only one fire truck at the airfield. It had a 3000 liter container containing a foam type fire extinguisher liquid. During flight operations the fire truck was parked between the concrete strips, Points #59 and 61 Enclosure (B). There were also two, two-wheel push carts with three containers, each of 20 liters capacity, with foam type fire extinguisher liquid. These carts were kept in the hangar area. When flight operations were in progress one of these carts was stationed near the runway. Six 10-liter capacity fire extinguishers (foam type) were located at area shown as Point #5 Enclosure (B). Two buckets of sand were also kept in that area. There were ten five-liter foam type fire extinguishers. The garages were also equipped with five-liter foam type fire extinguishers. One fire hydrant was located in the area Point #15 Enclosure (B) and one beside each of the three hangars. There was no air raid defense training at the airfield There was no camouflage and there were no air raid shelters.

The points hereunder refer to sketch, Enclosure (A)

- Point 1. City of Kecskemet (4653N - 1941E). Population was approximately 95 thousand. It is a fruit canning center and important railroad junction.
- Point 2. The Budapest - Cegled (4710N - 1948E) - Kecskemet - Szeged (4615N - 2008E) Railroad. It was a double track, standard European gauge rail line.
- Point 3. The Budapest - Lajosmizse (4702N - 1933E) Kecskemet Railroad. It was a double track, standard European gauge rail line.
- Point 4. The Budapest - Fulopaszallas - (4649N - 1914E) Kecskemet Railroad. It was a double track standard European gauge rail line.
- Point 5. The Kecskemet - Szolnok (4711N - 2011E) Railroad. It was a double track, standard European gauge rail line.
- Point 6. The Kecskemet Airfield, known as "Kecskemet Repuloter". It was the only airfield in the Kecskemet area. It was located two kilometers southeast from the center of Kecskemet city and four kilometers by road.
- Point 7. The Kecskemet - Bekescsaba (4640N - 2105E) highway. It was an excellent concrete road, about ten meters wide.

The points hereunder refer to sketch, Enclosure (B)

- Point 1. Concrete road, about four meters wide, in good condition. It's junction with the Kecskemet - Bekes Csaba highway was about 1½ kilometers from the airfield's gate.
- Point 2. The airfield's runway northwest - southeast direction constructed of cement blocks. It was about 1,000 meters long and 70 meters wide.
- Point 3. Concrete block taxi strip. It was about 20 meters wide. The northwest and northeast sections were constructed during 1948 - 1949. The taxi strip, from the northwest end of the runway to the northwest corner was 1,500 meters; from the northwest to the southeast corner 1,500 meters; and from the southeast corner to the runway, 500 meters long. It was in good condition in February 1951.

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- Point 4. Underground fuel storage installation, under construction in February 1951. Only the excavation was completed at that time. Two fuel tanks of 10 thousand liters and 20 thousand liters capacity were already installed and gasoline stored in them. The excavated area covered about 500 square meters and was about 10 meters deep. It was at about 500 meters distance from the taxi strip.
- Point 5. Parking area for three IL-10's and nine IL-10B's aircraft. They were always parked in a straight line at three-meter intervals between wing tips.
- Point 6. Open air storage area for fuel and oil. There were approximately 400 barrels of 200 liter capacity each. The barrels were piled in four groups; 95 octane, 87 octane, 72 octane gasoline, and the oil barrels. The oil was of ms and mk types.
- Point 7. Black cinder-covered road, about two meters wide and 200 meters long.
- Point 8. Concrete road about 50 meters long and four meters wide.
- Point 9. Underground oil storage installation. There was one oil tank with a capacity of 3,000 liters in the excavation. There was no concrete construction. This oil tank was installed there during 1950.
- Point 10. Dirt road, about three meters wide, leading to farm houses.
- Point 10A. Ditch, about three meters deep and two meters wide. It ran along the whole southwest border of the airfield.
- Point 11. The Keckemet - Bokes Csaba highway.
- Point 12. Barbed wire fence enclosing the airfield. It was two meters high and supported by concrete posts spaced at four meter intervals.
- Point 13. Single story building of brick construction, about ten meters long, six meters wide and five meters high, excluding a low gabled red tile roof. It was painted dark yellow. It served as garage for two tow trucks and one tractor.
- Point 13A. Single story, brick building of the same construction, color, and dimensions as building described in Point 13. It was used as a garage for three "Raba" model trucks, and one fire truck.
- Point 13B. Building of the same construction as the building described in Points 13 and 13A above. It served as garage for two Skoda cars belonging to the Security Section, (Defensiv Osztaly) and three "Jeeps".
- Point 13C. Single story "L" shaped brick building. Each wing was 20 meters long and eight meters wide, six meters high, excluding a low, gabled red tile roof. It was dark yellow. The southwestern wing housed one auto repair shop. The southeastern wing housed three offices of the motor-pool and waiting rooms for drivers.
- Point 14. Concrete parking area for two fuel and two oil and water trucks.
- Point 15. Concrete parking and washing area for vehicles, about 20 by 20 meters.
- Point 16. Two black cinder covered roads, about four meters wide.
- Point 17. Black cinder covered parking area for defective vehicles. This area was about 100 meters long and 30 meters wide.
- Point 19. Single story "L" shaped brick building 10 meters and five meters long, six meters wide and five meters high, excluding a low gabled red tile roof. It was dark yellow. It was used as an aircraft fuel storage. The fuel was stored in 200 liter barrels. Total quantity of fuel stored not known.

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- Point 19. Two single story buildings, about 10 meters long, six meters wide and five meters high, excluding the low gabled red tile covered roof, of dark yellow color. Both buildings served as storage places for air - craft oil. The oil was stored in 200 liter barrels.
- Point 20. Obstacle course training area.
- Point 21. Building, damaged during the war. The damage was estimated at 40%. It was not repaired in February 1951. It was used for storing straw. It was a three story, brick building, of dark gray color.
- Point 22. Single story, brick building, about 15 meters long, six meters wide and five meters high, excluding the low, gabled red tile roof. It was dark gray. It was used as a barn for four horses and one cart.
- Point 23. Building, damaged during the last war. The damage was estimated at 70%. It was still in state of disrepair in February 1951.
- Point 24. Building, damaged during the last war. The damage was estimated at 30%. It was not repaired at the time of observation. It was used for dumping the explosive charges from old bombs.
- Point 25. Concrete road, about four meters wide.
- Point 26. Three story, brick building, about 40 meters long, 15 meters wide and 25 meters high, excluding the low, gabled, red tile roof. It was dark gray. This building housed the fighter training regiment's maintenance personnel, including officers, and the fighter pilot students. The offices of the fighter training squadron and classrooms were also located there. A total of approximately 110 military personnel were quartered in this building.
- Point 27. Building, of exactly the same construction, dimensions and color as building described in Point 26. During the last war it was damaged approximately 40%. Repair work started in 1950 and was still in progress in February 1951. The repairs should be completed by July 1951. The first floor was used as kitchen and mess-hall for air-craft maintenance personnel.
- Point 28. Building, exactly the same as those described in Points 26 and 27. During the last war it was damaged approximately 50%. Repair work started during 1950 and was completed the same year. The whole building was used as a hospital, and capable of accomodating 150-200 patients.
- Point 29. Single story building damaged about 40% during the last war. It had not been repaired and was not used in February 1951.
- Point 30. Single story building, damaged about 30% during the last war. It was still in a state of disrepair, and was used for storage of straw.
- Point 31. Single story, brick building situated on an earth mound about ten meters high. The building was about fifteen meters long, ten meters wide and eight meters high, excluding a low gabled, red tile roof. It was dark gray.
- Point 32. Densely covered area of deciduous trees. The trees averaged about 20 meters in height.
- Point 33. Earth pathway, about three meters wide.
- Point 34. Concrete road, about four meters wide, leading from the gate to the hospital building.
- Point 35. Two story brick building, about 25 meters long, 15 meters wide, and 15 meters high, excluding a low gabled, red tile roof. The building was still being constructed in February 1951. I heard that it would be used as quarters for married officers. Construction was started in April 1950.

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- Point 35A. Two story, new brick building, about 20 meters long, 15 meters wide, and 15 meters high, excluding the low gabled, red tile roof. The building was still in construction in February 1951. It will be used for the same purpose as building described in Point 35. This construction was started in April 1950.
- Point 36. Two story, brick building, about 20 meters long, 15 meters wide and 15 meters high, excluding the low gabled, red tile roof. It was dark gray. It was used as a guardhouse. This building was connected by a wall with the building described in Point 35A. It was a three story brick building about 30 meters long, 15 meters wide and 22 meters high, excluding the low gabled, red tile roof. It was dark gray. The first floor housed the offices of the Security Section, (Defensiv Osztaly); the second and third floors housed the offices of the fighter and ground attack training regiments, the office of the airfield Commanding Officer, the Quartermaster offices, (Gazdasag Hivatal) and the engineering offices of the fighter and ground attack training squadrons.
- Point 37. Concrete sidewalk, about three meters wide.
- Point 38. Gravel covered road, leading from the airfield to Kecskemet city, about six meters wide and in poor condition.
- Point 39. Dirt road, about four meters wide, leading to farm houses.
- Point 40. Vehicle and pedestrian gates. The vehicle gate, was of two metal sections. It was about six meters wide and two meters high. The pedestrian gate was also of metal and about two meters wide and two meters high.
- Point 41. Concrete road, about four meters wide.
- Point 42. Single story brick building, about 20 meters long, 10 meters wide and six meters high, excluding the low gabled, red tile covered roof. It was dark gray. It was used as mess-hall for officer and student. This building was called the "Navigators' mess-hall." (Hajozo Etkezde).
- Point 43. Concrete area, approximately 30 meters in diameter.
- Point 43A. Concrete covered area, approximately 10 meters in diameter.
- Point 44. Brick sidewalk, about three meters wide.
- Point 45. Two story, brick building, about 25 meters long, 15 meters wide and 15 meters high, excluding the low gabled, red tile roof. It was dark gray. It served as quarters for bachelor pilot officers. About 30 officers were quartered there. This building was called the "Navigators' building," (Hajozo Epulet).
- Point 46. Athletic field of sand, about 150 by 50 meters.
- Point 47. Underground fuel storage area, constructed of concrete. The visible concrete surface was about 30 by 15 meters. There was a small construction on top which served as fuel outlet.
- Point 48. Monument, (Obelisk) constructed of white stone, about six meters high.
- Point 49. Concrete road, about four meters wide.
- Point 49A. Concrete covered rectangular area, about 20 by 15 meters.

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- Point 50 and 50A. Three story, brick building shaped like an "L". The section shown as Point 50, is about 35 meters long, and 15 meters wide. The section shown as Point 50A, is about 20 meters long, 15 meters wide. The whole building was about 24 meters high. It was dark gray. The building has a cellar, covering its whole area. The roof was flat, concrete, and covered with black tar paper. This building was used for quarters for the ground attack training regiment, including students, mechanics (both officers and enlisted helpers). It housed about 110 persons. The offices of the ground attack training squadron were also located there.
- Point 51. Two story, brick building, about 50 meters long, 20 meters wide and 15 meters high. It was dark gray. The roof was flat, concrete and covered with black tar paper. On the first floor in the northeastern half were quarters for enlisted guards. On the first floor, in the southwestern half, were offices of guard section (squadron). An office of the quartermaster section (Gazdasagi Itivatal) and a barber shop were also located there. Quarters for the rest of the squadron guards were located on the second floor.
- Point 52 and 52A. Single story "L" shaped, brick building. The section shown as point 52 was about 20 meters long. The section shown as Point 52A was about 10 meters long. Both sections were about 10 meters wide and seven meters high, excluding the low gabled, red tile roof. The building dark yellow.
- Point 53. Aircraft field repair truck, containing a large lathe for machine work. The truck was German World War II.
- Points 54 (A, B, C), 55, 56. Two story "L" shaped brick buildings. The section shown as Points 54 and 55, was 40 meters long. The section shown as Point 56 was about 10 meters long. The building was about 15 meters wide and 15 meters high, excluding the low gabled, red tile roof. It was dark gray.
- Point 55. Square glass tower, rising 10 meters above the ceiling of the second story of the building. The top of the tower was flat and also of glass. This was the airfields operations tower. The section shown as Point 54A had a battery shop, and aircraft engine and frame repair shop on the first floor. The second floor housed the weather station. The section shown as Point 54B, housed a carpenter shop and on the first floor, the airfield's post-office on the second. Section shown as Point 54C, housed the parachute shop of the first floor, and the photo-laboratory and the teletype (Hugues) installation on the second floor. Section shown as Point 56 of this building housed the aircraft supply shops on both floors. Engine spare parts, instruments, wheels, tires, ailerons, rudders, elevators and aircraft tools were stored there.
- Point 57. Iron gate about four meters wide and two meters high, supported by concrete posts.
- Point 58. "Hangar No 1" constructed of brick and supported by four reinforced concrete columns, one in each corner. Each of these columns was about 1 meter square. The building was about 50 meters long, 30 meters wide and 20 meters high on the northeastern side, and 15 meters high on its southwestern side. The roof was slanted and of corrugated metal, painted dark green. It was supported by two main transversal steel beams, interconnected by diagonal steel beams. The hangar walls were constructed of brick. The hangar floor was of concrete. The hangar had a corrugated metal door, in two sections, running on rails, covering the whole northeastern side up to the roof. The hangar had windows, covering the entire two side walls. The windows were located about two meters below the roof. Eighteen Yak-9 aircraft without engines were stored in this hangar.

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- Point 58A. Single story brick construction adjacent to the hangar. It was about 30 meters long, five meters wide and eight meters high including a slanted red tile roof. This building was painted dark gray.
- Point 59. Two concrete strips, each about 40 meters long and four meters wide. The grass covered area between the strips was about 50 meters wide. These concrete strips were known as the "red lines" (Piros Vonal). When the hangar was occupied by operational aircraft, these strips were used for pre-flight inspections and engine warm-up.
- Point 60. Hangar No. 2, of the same construction, dimensions and color as hangar No 1. In February 1951, six Arado-96 aircraft were in storage status, (pickled engines), and six Arado-96 disassembled aircraft (without engines and wings) were stored there. On top of this hangar was a wind sock, white with red circles.
- Point 60A. Building of the same construction as building described in Point 58A. It was used as electrical, radio, armament, instrument, and photography shop.
- Point 61. Concrete strips of the same dimensions as those described in Point 59 above.
- Point 62. Hangar No 3 of the same construction, dimensions and color as Hangars Nos 1 and 2. In February 1951, the following aircraft were kept there: five Yak-9 aircraft with pickled engines, grounded because of bronze particles found in the oil system; two Yak-9B in good condition, complete and in storage status (engines pickled); four Yak-11 aircraft, grounded for lack of tires; two Zlin aircraft belonging to the fighter and ground attack training regiments respectively. They were on flying status and were used for minor errands to other airfields.
- Point 62A. Building of the same construction, size and used for the same purpose as buildings described in Points 58A and 60A.
- Point 63. Concrete strips, of the same dimensions, and used for the same purpose as strips described in Points 59 and 61.
- Point 64. Iron gate, about six meters wide and two meters high.
- Point 65. Site of a hangar destroyed during the last war. The concrete floor, which was about 80 by 40 meters in area was the only remaining part.
- Point 66. Landing area, of sandy composition, covered sparsely with grass. It was used by all aircraft stationed at this airfield. Rainy weather would not impede operations from this area, since the water was rapidly absorbed in the sandy ground; an artificial drainage system was not available and not necessary.
- Point 67. Area used for conducting flight operations. It was called the "Red Square" (Piros Nagyszog). When flight operations were in progress, four benches were installed, forming a square. In the middle of the square was a blackboard, a desk with a bulletin board showing the flight schedule for the day, and a political bulletin.
- Point 68. Location of the radio-truck used during training operations. This radio-truck usually was used instead of the radio-tower installation.
- Point 69. Portable "T" sign, of white canvas during summer and black canvas during winter. Two other rectangular canvas signs were placed there for easier identification from the air.
- Point 70. Site where two fuel trucks and one oil and water truck were parked during flying operations. One carried 85 octane and the other 87 octane gasoline.

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Point 70A. Location of cart with mechanics' tools and spare parts. A small truck was also parked there, to take personnel and equipment to and from the flight area. A fire extinguisher push cart also was kept there during flight operations.

Points 71, 71A, 71B, 71C and 71D. Show the usual take-off and landing patterns for training of students. The take-off point on the runway was opposite the "Red Square", where the aircraft were quickly inspected by maintenance personnel prior to take-off. The take-off signalman was stationed there with a white flag in the right hand to signal the take-off, and a red flag in the left hand, to signal standby.

Point 72. Firing range, used by all military personnel. Personnel practiced firing about once every month, each man firing approximately ten rounds. This firing range was also used to test the aircraft machine guns. No aircraft on the airfield was armed. The aircraft machine guns were kept in storage. They were installed on the Yak-9, Yak-11, and IL-10 every three months for testing. If the machine gun performed satisfactorily it was returned to storage status. The Yak-9 aircraft were armed, during the tests, with two UBSH2, 12.7 m/m machine-guns, one Shvak, 20 m/m cannon. The Yak-11 aircraft were armed, during the tests, with one UBSH2, 12.7 m/m machine gun. The IL-10 aircraft were armed, during the tests, with two UBSH2, 12.7 m/m machine guns, two 24 m/m cannon, and one UBK, 12.7 m/m machine-gun. The aircraft machine-guns and cannons were fired at stationary targets while the aircraft were on the ground, with engines running, the tail section raised and supported on a barrel in order to have the aircraft and the line of fire parallel to the ground. The firing tests took place at about 700 meters from the target. Tracer bullets were used during firing practice. Both the machine-guns and the cannons used three types of bullets: tracer, armor piercing, and K-6 type. Each UBS machine gun took 150 rounds and each Shvak cannon, 200 rounds.

Point 73. Single story, brick building, about fifteen by fifteen meters and seven meters high, excluding a low gabled, red tile roof. It is dark yellow. It was off limits to most of the personnel and known as the "radio building."

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ENCLOSURE (A): Overlay sketch of Keckskemet Airfield
ENCLOSURE (B): Sketch showing Keckskemet Airfield Installations

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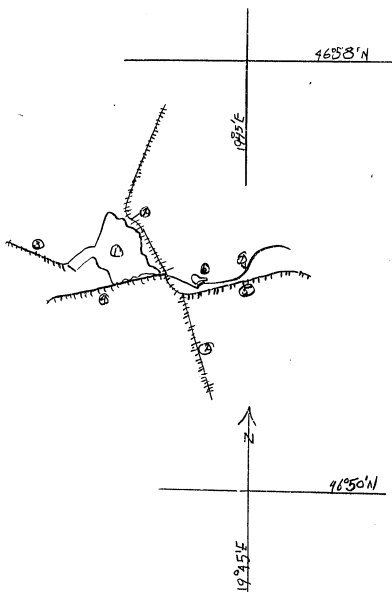
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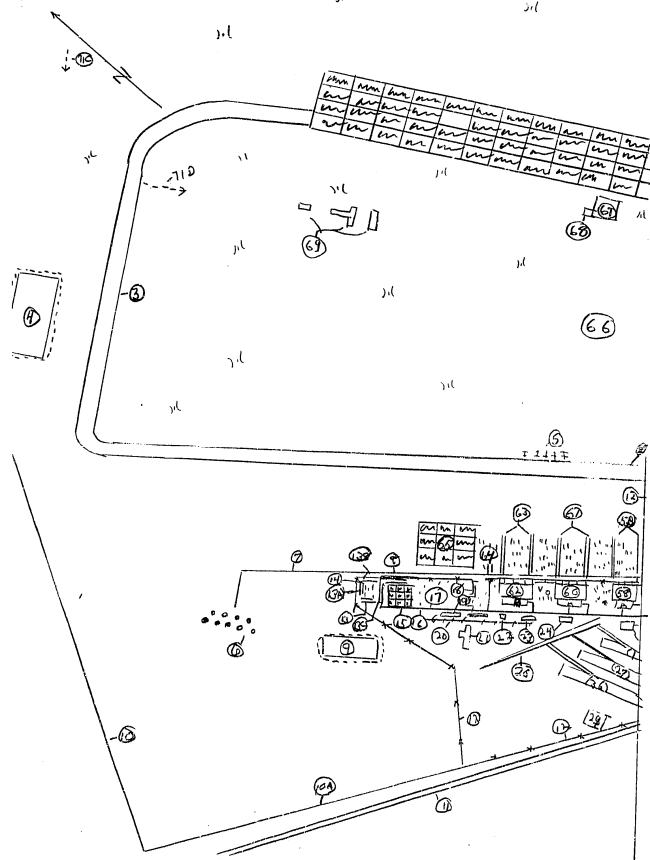
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ENCLOSURE (A)

ENCLOSURE (B)



Keosauqua Airfield (46°54'N - 19°43'E)



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